



**APPROVED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, January 17, 2018

**KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

1. CALL TO ORDER

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 5:17 p.m.

2. ROLL CALL

PRESENT: Barry Graham, Chair
Pamela Iacovo, Vice Chair
Don Anderson
George Ertel
Renee Higgs
Michael Kuzel
B. Kent Lall

STAFF: Paul Basha, Transportation Director
Frances Cookson, Staff Representative
Dave Meinhart, Senior Transportation Planner
Dan Worth, Public Works Director
Keith Marquis, Senior Budget Analyst

GUESTS: Loren Worthington
Adam Rosenberg

3. PUBLIC COMMENT

Chair invited public comments.

Adam Rosenberg expressed approval for lagging left turn signals in the City. He noted that some of the light configurations are being changed and he would like to go back to the lagging

left. He also noted the prevalence drivers not using turn signals and making wide turns, suggesting there should be a higher standard of performance from drivers.

Loren Worthington expressed concern regarding bicycle and scooter parking in sidewalks and other areas that prevent the full and safe travel of individuals with disabilities. It is also important to note many individuals with disabilities utilize adaptive scooters and bikes. Cities should consider this in negotiations with the bike and scooter companies. Currently, other cities such as Seattle, Portland and Detroit are implementing adaptive bike and scooter programs to address this issue.

4. APPROVAL OF MINUTES

Regular Meeting of the Transportation Commission – November 15, 2018

Chair called for comments or changes. Commissioners provided grammatical corrections.

Commissioner referred to the section on light rail and asked for the following insertion, "Commissioner noted that rail technology is even older technology by at least a century than freeways."

Commissioner referred to page 8, paragraph 3, line 4 recounting his recollection that a Commissioner did comment that numbers presented are far too conservative, but it was also observed that rather than using average daily volumes, we should use peak hour averages, because the average daily volumes mask the rush hour issues. Paul Basha, Transportation Director, agreed that the clarification was appropriate. Commissioner provided the clarifying language, "Commissioner observed using average daily volumes mask rush hour issues. Usage of peak travel time averages would be more appropriate."

COMMISSIONER ERTEL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON NOVEMBER 15, 2018 AS AMENDED. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, HIGGS, KUZEL AND LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. ELECTION OF OFFICERS

Chair said that according to bylaws, officers are elected when there is a vacancy or at the beginning of each calendar year.

COMMISSIONER ANDERSON MOVED TO NOMINATE COMMISSIONER GRAHAM FOR CHAIR AND COMMISSIONER IACOVO FOR VICE CHAIR. COMMISSIONER ERTEL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, HIGGS, KUZEL AND LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

6. TRANSPORTATION COMMISSION ANNUAL REPORT OF 2018

Chair invited questions and comments. Commissioner Anderson clarified that he was present for nine meetings and only absent once.

COMMISSIONER ANDERSON MOVED TO APPROVE TRANSPORTATION COMMISSION ANNUAL REPORT OF 2018 AS AMENDED. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, HIGGS, KUZEL AND LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

7. PATH AND TRAILS ANNUAL REPORT OF 2018

Chair invited questions and comments. Mr. Basha acknowledged Frances Cookson for her work on the annual report.

COMMISSIONER KUZEL MOVED TO APPROVE THE PATH AND TRAILS ANNUAL REPORT OF 2018 AS PRESENTED. COMMISSIONER ERTEL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, HIGGS, KUZEL AND LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

8. ADJUSTMENTS TO CAPITAL IMPROVEMENT PROGRAM FOR BRIDGE REPAIR

Mr. Basha introduced Dave Meinhart, Senior Transportation Planner, Dan Worth, Public Works Director and Keith Marquis, Senior Budget Analyst.

Mr. Basha explained that agenda item was at the request of the Commission to provide an accounting of the budget transfers necessary for the repair and replacement of the two bridges. These are emergency funding measures based on identification of the deteriorating bridge conditions. The costs are outlined as follows:

Drinkwater Bridge: \$8,579,000
68th Street Bridge: \$4,650,000

Three of the funding sources for the Drinkwater Bridge repair derive from Transportation Sales Tax fund, two from Bond 2000 funds, one from the General Fund for the CIP Plan and one from an undesignated, unreserved fund balance. Three projects were cancelled to allow funding for the bridge repair, including street operations in the north storage facility, sidewalk improvements and paving unpaved roads. Considerable savings were derived from the contractor fee for the Mustang Transit Passenger facility. Interest earnings from the Bond 2000 account were dedicated to this program. General Fund monies are being used for the Drinkwater Bridge repairs, primarily because the bridge is used as a park. The presence of park elements factored into the deterioration of the bridge, for example the weight of the pond and damage from watering the grass.

Commissioner referred to use of the sidewalk improvement funds and asked if the funding will be replenished in the future. Mr. Basha said the sidewalk improvement funds are vital to the community. The \$200,000 is an annual amount for the program. It is unlikely that the City will be able to reimburse the sidewalk fund. However, the cost represents just one year of sidewalk

improvement funding. In preparing the CIP plan for City Council review, the Department has requested \$200,000 in the sidewalk improvement fund for future years. The funds taken from the CIP plan for the bridge repairs are also likely unrecoverable.

Mr. Basha acknowledged Dave Meinhart for recognizing that the Maricopa Association of Governments (MAG), through its Arterial Lifecycle Program (ALCP) will consider contributing funds to the bridge improvements. This is not yet approved, but MAG staff have indicated their recommendation to MAG's board to approve funds to reimburse Scottsdale for the bridge repairs. Mr. Meinhart stated that the funding request to MAG would be structured as other ALCP projects (70 percent regional, 30 percent local). The proposal is for \$6 million of the \$8.75 million reimbursed.

Commissioner inquired as to whether any potential funds from MAG would go back into these identified funding areas. Mr. Basha affirmed that the first choice would be to replenish these funds, however there will be other options and discussion will include use of the funds. The Transportation Commission will be asked for their input at that time. Commissioner agreed that it is more important to get bridges operating than to repave sidewalks and unpaved roads. He asked whether the Department has identified which roads would have been paved had the funding not been moved. Mr. Worth said he was not able to provide the specific segments; however they are generally north of Happy Valley and east of Pima Road. Commissioner commented that as the roads in the area have always been unpaved, it was not necessarily an undue hardship to delay paving. Mr. Worth agreed, however he stated that the City manages approximately 18 miles of unpaved roads in northern Scottsdale that get over 100 daily vehicle trips, which triggers dust control requirements imposed by the County. This paving project had a congestion mitigation air quality grant associated with it. It is hoped that funding from MAG or the CIP process will get the project back into the CIP. The project had been included in year 22/23 CIP.

Commissioner asked if pedestrian sidewalks are automatically included with the construction of unpaved roads. Mr. Worth said when built, most of these roads in North Scottsdale will be built to the standard cross-section, which often involves an adjacent trail in rural areas.

Vice Chair expressed surprise at the savings for Mustang Transit Facility, especially as the west side of the roundabout was taken out and reinstalled. Mr. Basha confirmed that the savings were realized, even with the reconstruction. Commissioner asked why so much was left over. Mr. Basha said the savings were realized as a result of the economic climate when the project was bid. The contractor gave a price much below the engineer's estimate.

Chair sought clarification that MAG funds could possibly pay for the projects. Mr. Basha clarified that the MAG funds most likely could pay for the improvements to the Drinkwater Bridge.

Chair asked if the sidewalk improvements are localized to the Downtown. Mr. Basha said they are located throughout the City.

Mr. Basha addressed the 68th Street Bridge Repairs funding source list, with each representing Transportation Sales Tax funds, the largest being a frontage road connection project south of Frank Lloyd Wright, north of Thunderbird. The project was to provide City streets where currently there are private driveways into very large box developments. Projects that lost funding include two years of bikeways improvement, two years of trail improvements and roadway capacity and safety improvements. Mr. Meinhart asked MAG if the City could request

70 percent funding for this project, however MAG declined, stating that 68th Street is not at the same classification as Drinkwater Boulevard.

In response to a question from Chair, Mr. Worth stated that Scottsdale has approximately 600 bridges. ADOT funds and performs bridge inspections in the City every two years. These inspections resulted in discovering the deficiencies on the 68th Street Bridge. Chair asked for details about the deficiencies. Mr. Worth stated that during the previous inspection, ADOT identified some deterioration on the 68th Street Bridge and they were very surprised to see how much it had advanced in the two-year period. Contributing factors included the age of the structure and the proximity of the concrete on the bottom of the bridge deck to the canal.

Chair asked whether new technology or materials would be used to ensure that the replacement structures are stronger. Mr. Worth said they are installing a basic standard reinforced concrete bridge deck.

9. TRANSPORTATION MASTER PLAN MODIFICATIONS

Mr. Basha stated that the Transportation Master Plan was adopted by City Council approximately 18 months ago. Since that time there have been changes warranting discussion. These are only street modifications. Staff does not yet know if they will schedule a recommendation vote by the Transportation Commission and action by City Council.

There is only one omission in the plan. The street segment of Lincoln Drive, south of Indian Bend Road and north of McDonald Drive is a half-mile street and one-eighth mile of Lincoln Drive west of Scottsdale Road is in the City limits of Scottsdale. The yellow designation east of Scottsdale Road is designated as a minor collector in the 2016 Transportation Master Plan and the one-eighth mile west of Scottsdale Road in the City of Scottsdale was simply omitted. West of the one-eighth mile, Lincoln Drive is in the jurisdiction of the Town of Paradise Valley. Commissioner asked if the additional designation as a minor arterial would have implication in terms of maintenance or improvements. Mr. Basha said it would not have maintenance implications but may have implication on additional lanes in the future. The Town of Paradise Valley is in the process of improvements to Lincoln Drive in their jurisdiction and they intend the improvements to correspond to Scottsdale's minor arterial classification.

Commissioner commented on traffic issues with drivers pulling out of the retail locations south onto Lincoln going east, including many near misses and asked about plans to address this. Mr. Basha agreed that the median openings have been the site of near and actual collisions. The openings are located in the Town of Paradise Valley. The properties to the north and south of Lincoln Drive are in the City of Scottsdale. Any modifications would be a joint effort between the Town of Paradise Valley and Scottsdale to close any medians. Based on discussions with the Town of Paradise Valley, modifications would be relatively expensive, not in terms of construction but in terms of public comment and decision making.

Commissioner asked what is planned for the one-eighth mile located in Scottsdale. Mr. Basha stated that the segment does have a median for its length, so there cannot be left turns in or out. There is no easy way to solve the problem of drivers making right turns and attempting to get across three lanes of traffic to get into the third left-turn lane. In response to a Commissioner question, Mr. Basha clarified that the only point of discussion is that the segment was inadvertently left off of the Transportation Master Plan and is now being included. Modifications to the segment are not being included in the Transportation Master Plan. Designating it as a

minor arterial is consistent with its construction. There have been discussions regarding adding an eastbound exclusive right-turn lane from eastbound Lincoln to southbound Scottsdale Road, which could be done with or without the designation.

Mr. Basha addressed the segment of Hayden Road in the vicinity of SR-101 (between Scottsdale and Hayden), which was changed by a rezoning case by City Council within the last six months. The land was previously State owned and is now owned by Nationwide, who submitted the rezoning request. The traffic study done for Nationwide predicted future traffic volumes in the year 2030 of 34,410 vehicles per day on Hayden immediately north of the freeway and 39,300 immediately south of the freeway. Prior to the City Council meeting considering the rezoning, there was an allegation that the City did not require a traffic study for the Nationwide rezoning request, which is not true. The traffic study was required, submitted, reviewed and approved by the Transportation Department prior to the rezoning case being heard by City Council. Nationwide agreed to the stipulation that the segment be a six-lane street. The property to the south of the freeway east and west of Hayden Road is currently State land. When auctioned and developed, the City intends to stipulate that the roadway be constructed to a six-lane road. Changing the Transportation Master Plan to have the designation would be helpful in those conversations with the Arizona State Land Department and the eventual property developers.

Commissioner inquired as to studies of other surrounding backroads and traffic impacts. Mr. Basha confirmed that all the other streets were evaluated by the consulting traffic engineer for Nationwide and reviewed by staff in the Transportation Department. This was the only location where a change in street classification was necessary.

Mr. Basha addressed an alignment change of an existing street, Legacy Drive between Hayden Road and 88th Street. The Transportation Master Plan envisions a minor arterial, two lanes per direction with a raised landscape median for the entire length. To this end, several years ago, the City renamed the streets to be consistent to Legacy West of Hayden and Legacy at Pima Road. This is a critical part of the City as the location of the water treatment plant. The alignment was proposed prior to September 11, 2001. Since then there is heightened concern regarding road facilities being adjacent to public infrastructure, particularly water treatment plants. The Water Resources Department strongly discourages the alignment. If it were to occur, they would want it lowered approximately 40 feet, which would require driveways at several locations across the alignment. The Water Resources Department would also not be comfortable with a street underneath and immediately adjacent to the City of Scottsdale infrastructure and they recommend that the alignment not become a road. The minor arterial alignment proposed for Legacy drive is a short segment to the north and a longer segment that begins south of the freeway intersecting with Mayo Boulevard, crossing underneath the freeway and connecting with Legacy Drive. It would include an extension of Perimeter Drive from Princess to Mayo. Another crossing of the freeway (not an interchange) would be vital to transportation in the immediate vicinity. It is anticipated that the segment will have a very high volume of traffic in the future, should it exist. It connects Thompson Peak Parkway through the greater Airpark area and west into Phoenix.

Commissioner commented that in five years, Mayo Clinic Phoenix will be doubling its campus size. In response to a Commissioner question, Mr. Basha confirmed that the discussions include the fact that the Miller Road alignment underneath the freeway will be part of improvements to the 101. There is discussion for constructing for Miller Road connecting to the north and south. This is undeveloped land owned by the Arizona State Land Department. When it becomes developed property, the City will stipulate construction of Miller Road. Nationwide

intends to construct portions of Miller Road (east half). They would prefer to construct the full width of Miller Road for half of the frontage. That portion of Miller Road would be constructed to full width just south of Legacy Drive. When the property to the west is developed, the developer will be required to construct the full width of Miller Road at its location. It is anticipated that in the next few years, Arizona State Lands will auction the property and it will be developed. Portions of the roadways have been included in the CIP Program and ALCP Program. If the developers do not develop the vacant property, the Department will request funds to construct them as City streets and then stipulate for repayment when the property is developed. The Miller Road underpass is being constructed with the fifth lane widening of the freeway. The underpass at Legacy Drive is not included, in part because it is not in the Transportation Master Plan and because there was not the opportunity to explore this prior to design build of the Pima Freeway.

Commissioner noted that since the new alignments are not included in the Transportation Master Plan, there are likely no construction estimates. Mr. Basha said there are some preliminary cost estimates. The cost difference is relatively low compared with the cost estimates for the water treatment bifurcation alignment. The City included the water campus alignment in the advanced publicity for the November sales tax election. Essentially what they are requesting to do is use the same name, “Legacy Drive from Hayden Road to 88th Street (Pima Road),” but suggesting that it be a different alignment with the same name and essentially the same costs.

Mr. Basha addressed a segment adjacent to WestWorld north of Central Arizona Project Canal, south of Bell Road and east of the freeway. A minor arterial is proposed as an extension of McDowell Mountain Ranch Road from Thompson Peak Parkway past 98th Street connecting to 94th Street. It would provide additional access to WestWorld. Currently, WestWorld access is to the Pima Freeway without an interchange. The closest interchange is Pima Princess to the north and the Frank Lloyd Boulevard interchange to the south. The alignment will allow eastern access for traffic entering and exiting WestWorld for major events.

Commissioner asked for more detail about what a new road would look like. Mr. Basha said the existing road is basically a driveway into WestWorld, closed for most major events and used only for venue setup and takedown. It is one lane per direction. Proposed changes would make it an arterial street with two lanes per direction with a raised landscape median designed for 55 mph.

In response to Commissioner question, Mr. Basha estimated the construction costs to be \$15 million.

In response to a Commissioner question, Mr. Basha confirmed that the “driveway” into WestWorld is the property of WestWorld, however WestWorld is essentially the property of the City. The driveway is either in right-of-way or an easement with the Bureau of Reclamation. Mr. Worth stated that the existing roadway, where McDowell Mountain Ranch Road crosses the bridge on the east end of WestWorld and intersects WestWorld Drive, which is on federal land.

Commissioner noted that WestWorld has an independent budget and asked whether they should be asked to contribute. Mr. Basha said that WestWorld requested that the City of Scottsdale provide funding. It is essentially an enterprise account that generates revenue for the City. Discussion ensued regarding the revenues generated at WestWorld and the potential to allocate those funds toward construction. Commissioner commented that WestWorld is one of the highest used facilities in the country.

Chair asked for Mr. Basha's assessment on the possibility of the project being prioritized, if it were to be added to the Transportation Master Plan. Mr. Basha said that the cost is a challenge. However, City Manager Jim Thompson has directed the WestWorld director to have major, high spectator events at WestWorld year-round. Including this minor arterial roadway would assist with WestWorld attracting more events.

In response to a question from Chair, Mr. Basha stated that he has not yet directed staff to look at the project for eligibility for regional funding or grants. It is still in the conceptual stage.

Mr. Basha said there were only two changes to the Transportation Master Plan from the City Council adoption compared to the Transportation Commission and Transportation Department recommendations. One of these considered 128th Street through the Preserve. It was recommended by the Commission and the Department to City Council that the Transportation Master Plan eliminate 128th Street through the Preserve. Council elected to include it. Their reasoning was the existence of 118th Street to the west. The planned construction of 450 homes was anticipated to greatly stress the capacity of Ranch Gate Road and Happy Valley Road. The absence of 128th Street would magnify the impact. The Transportation Department noted that 118th Street has been in the Transportation Master Plan since 1991 and will provide an outlet for the homes during construction and when inhabited. However, City Council noted that there is a one-half mile segment of 118th Street is absent. They suggested that 128th Street remain in the Transportation Master Plan through the Preserve until 118th Street had certainty of existence. 118th Street is currently under construction (the missing one-half mile) and is anticipated to be open for traffic by June, 2019. The Transportation Department recommends that 128th Street is no longer necessary, as 118th Street exists. The alignment is in public right-of-way. The intent is to move the alignment from the Transportation Master Plan and build it as a one lane per direction emergency access for fire and police.

In response to a Commissioner question, Mr. Basha stated that Pinnacle Vista is one-half mile south of Dynamite Boulevard.

Commissioner stated they were perplexed that the City would "give up the idea and ability of pushing 128th Street through there." He commented that it is not known what the traffic demands will be farther north. He asked about the anticipated activity in the gray area identified on the slide. Mr. Basha stated that the area has some homes, however most of the property is vacant. There is high interest from the development community. Commissioner commented that as such, there will be more need for north and southbound access through the area. Mr. Basha concurred, noting that the City will not be giving up the right-of-way. Should there one day be a need for a minor or major collector, the City could certainly pursue this option.

Commissioner inquired as to what right-of-way the City will keep through the Preserve and whether the width meets the requirement of a minor arterial. Mr. Basha clarified that it is a minor collector, not minor arterial. The right-of-way actually exceeds the width for a minor arterial. The minor arterial width is currently 70 feet and, in the past, it was 100 feet. Most of the alignment has a width of 100 feet. A four-lane road could fit the width, should it become necessary in the future.

Commissioner asked what harm it does to leave it as it is and "get rid of the line." Mr. Basha stated that the purpose is to prevent construction of a street at the location. It is a recommendation for never constructing a street.

Commissioner expressed agreement for removing the line from the Transportation Master Plan, as they do not agree with putting traffic through the Preserve. Chair noted that there already exists traffic through the Preserve via Dynamite (Rio Verde Drive). Mr. Basha stated that is the hope of the Preserve Commission and Sonoran Conservancy that this will one day be a long bridge that would allow wildlife to cross beneath it.

Chair asked whether there would still be the option of an emergency driveway minor collector without City Council approval. Mr. Basha said City Council would have to approve the expenditure.

Commissioner asked whether taking the designation out of the Transportation Master Plan would open up the Transportation Commission to pressure from the Preserve Commission to abandon the right-of-way. Mr. Basha suggested this would not occur, as this is already City property.

Chair asked whether the “yellow line” should still be identified in the Transportation Master Plan. Even as a future driveway for emergencies, the right-of-way should still be identified. Mr. Basha said the City has built a number of streets in the City that are public right-of-way which are not in the Transportation Master Plan. Typically only major collector street designations and above are included in the Transportation Master Plan.

Mr. Basha stated that the Transportation Department recommends no change in the classification of the next two streets, including Scottsdale Road and Pima Road north of Pinnacle Peak Road. Scottsdale Road is a minor arterial north of Happy Valley and a major arterial south of Happy Valley. Pima Road is a minor arterial north of Dynamite and a major arterial south of Dynamite. In 2016, Scottsdale Road had 31,000 vehicles per day between Happy Valley and Jomax, compared to 34,000 last year and 35,000 predicted for 2035. North of Dynamite, there were 26,000 per day two years ago, 27,000 last year and 23,000 predicted in the future. On Pima Road, the numbers are 19,000, 21,000 and 30,000 respectively north of Happy Valley and 16,000, 17,000 and 31,000 north of Dynamite Boulevard. The 2016 Transportation Master Plan recommends that Scottsdale Road be a four-lane facility between Happy Valley and Jomax for two reasons. The City of Phoenix would need to construct the third southbound Scottsdale Road lane, if designated as a major arterial, like it is south of Happy Valley. Scottsdale Road immediately north of the 101 has three lanes northbound and two lanes southbound, because the City of Phoenix is not particularly interested in widening Scottsdale Road at the Pima Freeway to a third southbound lane. Another consideration is that if Scottsdale Road is widened to six lanes, this serves Scottsdale property to the east, but another municipality on the west for a portion of the segment (however, from Jomax to Dynamite, it is Scottsdale on both sides of the road). The Transportation Department suggests that some traffic currently on Scottsdale Road would instead use Pima Road (two-mile segment between Happy Valley Road and Dynamite Boulevard), if Pima Road were six lanes and Scottsdale Road were four lanes.

Commissioner asked if the vacant land between Happy Valley and Jomax is simply vacant land. Mr. Basha said it is essentially vacant, with a few buildings and homes in the area. Mr. Meinhardt added that quite a bit of the land is still owned by the State.

Commissioner commented that most of the traffic on those segments are Scottsdale residents, so Scottsdale would be served whether the location is in Phoenix or not. Commissioner suggested that a lien or similar mechanism could be placed on the land so that when it is sold, the developer would owe the City a specified amount for having built the improvements.

In response to question from Chair, Mr. Basha said there is no proposal to change the classifications, but to leave them as they currently exist.

Vice Chair requested clarification on the projected increase in traffic volumes to 36,000 on Scottsdale Road to Jomax followed by reduction to 23,000 in 2035. Mr. Basha stated that there is speculation traffic would take alternate routes between Jomax and Dynamite to the east and west. Transportation models are especially imperfect as they relate to the edge of the network of streets. There is even less accuracy this far north.

Chair stated that the Commission would be studying the issues in greater depth prior to deciding on how to move forward.

Mr. Basha asked Commissioners on an informal basis if they believe the suggested modifications warrant changing the Transportation Master Plan.

Vice Chair commented that from the presentation, there only seems to be one modification of concern, the removal of 128th Street from the Transportation Master Plan. She is in favor of all of the recommendations, however, this was the most divided in terms of Commission opinion. Commissioner concurred with that assessment. Commissioner said that as long as the City is retaining the right of way for an arterial (if necessary) for 128th Street, they are happy with the recommendation. Chair said he was enthusiastic about the Legacy Boulevard plan. There was general consensus of approval from the remaining Commissioners.

10. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Basha stated that the City Council CIP Subcommittee has been formed and is now meeting. It consists of Vice Mayor Phillips as Chair and Councilmembers Littlefield and Klapp. They have held their first meeting and the second occurred 12 hours ago. The next meeting is scheduled for two weeks. The meetings are televised live and rebroadcast periodically during the week. The CIP Subcommittee indicated strongly that they would like City Council to develop a bond election for November to ask for voters to approve property tax supported bonds for a variety of purposes, excluding Transportation. The opinion of the Subcommittee is that the Transportation sales tax was just passed and that voters should not be asked to pay additional taxes to pay for additional transportation projects. The Subcommittee directed staff to include on a future City Council agenda discussion regarding a bond election in November, 2019. The Subcommittee suggested four different bond amounts to be discussed: \$300 million, \$350 million, \$400 million, and \$450 million.

City Council adopted the ordinance on bicycles and related devices on November 13th. Only one revision was made, which addressed prohibition of parking bicycles near public art. The ordinance became effective December 13th. Electric bicycles and electric scooters are addressed in the ordinance. JUMP is the first electric bike share company (owned by Uber) to operate in the City. It is anticipated that there will be eight scooter companies beginning operation in Scottsdale in the next four months. It is anticipated that most will disappear, being acquired by another scooter company or just ceasing operation. Currently four scooter companies are operating, with four others ready to deploy. Historically, Bird has not been a good corporate citizen, however the other companies have been very cooperative. In response to a Commissioner question, Mr. Basha stated the ordinance requires a maximum of five devices by one owner within 200 feet. Bird frequently disobeys this part of the ordinance, having multiple devices in small areas. The ordinance allows the City to impound vehicles that are

violating the ordinance, however Scottsdale has not yet begun doing this. Bird has been informed that the City will begin doing so in the near future. There was a serious collision recently, which some have described as a scooter collision, however the individual was not actually riding a scooter at the time of the accident. The injured person is in critical condition. He had rented a scooter and was standing next to the scooter at the intersection of Miller and Thomas. Two cars collided and one hit the pedestrian.

Mr. Basha stated that he was recently contacted by a reporter from the Arizona Republic, who requested a series of statistics, which Mr. Basha provided. He reviewed the list of statistics with the Commission as an informational item. From 1980 through 2018, the City size has essentially doubled, increasing 109 percent. During the “annexation wars of the 1980's” there was a great deal of conflict between the City of Scottsdale and the City of Phoenix, and between the City of Scottsdale and the City of Mesa. At one point, staff was asked by the City Manager to explore the possibility of annexing the unincorporated County land north of Pinnacle Peak west to I-17. The City of Mesa was exploring annexing east of the SRPMIC community going north of Fountain Hills, north of Pinnacle Peak Road and west to Scottsdale Road. The City of Mesa and the City of Phoenix were collaborating so that Scottsdale would end at Pinnacle Peak Road. North of Scottsdale would be Mesa and west would be Phoenix. Fortunately, the cities came together to make excellent decisions. From 1995 to 2019, the number of road miles in Scottsdale has increased only by 55 percent. Over 20 years, the City’s lane miles have only increased by 22 percent. From 1995 through current, bike lane miles have increased 2000 percent.

Mr. Basha reviewed that two fiscal years ago, City Council allocated \$2 million per year for Downtown pedestrian improvements. Currently, \$1.8 million remains in the account. The remaining funds will go toward projects in the vicinity of the Scottsdale Road/Camelback Road intersection. One portion consists of one-quarter mile of unpaved shared use path along the Arizona Canal. Once the concrete path is constructed, there will be continuous concrete shared use paths from the border with Phoenix, the border with Tempe and the border with SRPMIC. The bus storage area will be lengthened to accommodate two buses. Bicycle lanes will be provided on Camelback Road east of Scottsdale Road continuous to the Indian Bend Wash east of Hayden. The sidewalk will be widened north and south and sidewalk will be installed where none currently exists. The radius at the intersection of Scottsdale and Camelback will be widened to accommodate large numbers of pedestrians. Five other intersections in the vicinity will be narrowed for those that only require one lane per direction. Parking spaces will be included in these spaces.

The Rio Verde Drive roundabout construction will be complete in a week. The project extends from 116th Street to 128th Street and is entirely privately funded. The developer was required to build two roundabouts, one at 118th Street and one at 122nd Street. There has been considerable opposition from residents in Rio Verde unincorporated Maricopa County to the east. The complaints allege that the roundabouts do not accommodate the large number equestrian trailers. The roundabouts are designed to accommodate a four-door pickup truck pulling a six-horse trailer. Mr. Basha showed two videos of the area, including such a vehicle easily traversing the roundabout. One of two national experts on roundabout design designed the roundabout while the other was hired to review the design. In response to a Commissioner question Mr. Basha stated that the designers are Mark Johnson and Scott Ritchie.

11. PUBLIC COMMENT

There were no comments.

12. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Commissioner said he had previously requested to agendaize a presentation on accident clearance policies and procedures, which would require the presence of Traffic Center staff. Randy Ghezzi had indicated that Scottsdale allows individual officers significant latitude in how they clear accidents. Mr. Basha said this will be on a future agenda.

Commissioner stated that the previous meeting included discussion regarding inviting someone from the Transportation Management Center to speak to the Commission. Mr. Basha said this is included as a future item. Chair commented that historically, the Commission would hold one of its meetings annually at the Center. There was consensus to hold a meeting there in March or April.

Vice Chair said she had experienced an interesting presentation on Urban Aerial Mobility (UAM) and it would be helpful for the Commission to understand that the City considers its right-of-way including into the air. UAM is projected to be a reality in 20 years. It would be interesting to hear about this subject while in its infancy.

12. ANNOUNCEMENTS

There were no announcements.

13. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Higgs and seconded by Vice Chair Iacovo, the meeting adjourned at 8:47 p.m.

AYES: Chair Graham, Commissioners Ertel, Anderson, Ertel, Higgs, Kuzel and Lall.
NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**